typically delivers slightly less fuel economy.

WHAT CAN YOU DO
For those with affected fiberglass fuel tanks, the only sure cure is replacement, usually with aluminum. Ethanol itself does not appear to affect aluminum, except when mixed with water, where it may contribute to internal corrosion. Polypropylene gas tanks are unaffected by ethanol, according to manufacturers. Those with fiberglass gas tanks are urged to install a vapor detector in the engine space (a good idea anyway) until replacement can be carried out. And checking for the black substance under the carburetor or in the intake manifold will alert you to the fact that intake valves are also being coated.

Keeping water out of your gas tank is important! Keep your tank filled if you are in an area with large daily temperature swings to prevent condensation, but remember that gas with ethanol has a shorter shelf life - use it up. Boats that are going to sit for long periods should store the tanks empty if possible. Note that gas drying additives are typically simply ethanol and won't help. The installation of a water separator in the fuel line can help with small amounts of water. Outboard manufacturers also recommend adding an injector cleaner to the fuel.

Keep some extra fuel filters on hand, especially during the first season.

Most marinas are not required to post ethanol content on fuel pumps. Hopefully, marinas will be extra careful to avoid water contamination of storage tanks. If the lessons of Long Island Sound, where ethanol was introduced a couple of years ago hold true, problems will begin during the changeover and should lessen as the season progresses.
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